

FUEL RUSHED TO SHIPS, BUT SHUTDOWN FAILS TO AID CITY

Travelers, who never before had a seat in B. R. T. trains or Bronx expressmen enjoyed that rare opportunity today. But toward 9 o'clock the customary rush hour crush was resumed, particularly in the subway.

The theatres and cabarets will live up by night and most of the saloons are going to try to keep open without light or heat, which means they will close at sundown.

Broadway bore a Sunday aspect. From 14th Street up into the 59th practically everything was closed and an unaccustomed silence prevailed. Subway and elevated trains failed to disgorge their usual crowds in this section. Cigar stores were open, but most of them were burning candles, though this had been included in the ban on the use of fuel. All these stores were cold.

The big department stores adhered strictly to the Garfield order. The bare of all the big Broadway hotels were shut tight.

HABERDASHES MAKE SALES IN THE DARK.

Several small haberdasheries and hat shops on Broadway and the side streets were open and catered to the occasional buyer who did not object to making purchases in the dark. A few were equipped with candles, but practically no electric lights were burning and there was no heat. The big office buildings generally obeyed the rule.

Fifth Avenue also presented a Sabbath-like appearance. Almost every shop was closed, and the big office buildings were lightless and heatless. Express elevator service was eliminated and very few tenants entered their offices at all. Some came down in the morning to get documents on which they could work at home.

There was about the usual activity in Government offices and buildings, and on a somewhat reduced scale in most public buildings and institutions. Grocery stores, meat shops, milk depots, public utilities, schools, newspaper plants, drug stores were open as usual, but office buildings, department stores, retail and wholesale places not exempted, and industries generally were closed.

FOURTEEN SHOPS IN BRONX FOUND USING LIGHTS.

An Evening World reporter took a little "Garfield census" this morning in the Bronx retail district. Most of the small shops were open, but running without heat and with practically no artificial light.

Out of 150 small shops in Willis Avenue, between 14th and 15th Streets, only six were closed, including a leather goods store, a tailor, a shoe store, a millinery shop, a hardware dealer and a jeweler.

But out of the 144 that kept open only fourteen were using light. A big candy store lighted nothing but its cashier's desk, and that with a candle. A cigar store had no light but that of the little gas flame for cigar lighting. One cigar store had two electric lights burning, and one open shop kept a small electric light burning in the back part.

The fourteen slight violations were called to the attention of Cyrus C. Miller, Federal Fuel Administrator for the Bronx. He said it had been expected that there would be some violations, but that the order would be rigidly enforced.

"We are getting busy," he said, "telling the police and other inspectors to report violations."

An instance of camouflage was discovered in a haberdasher's shop in 15th Street, between Seventh and Eighth Avenues. The lights were turned out and the clerk in charge was wearing his overcoat in an apparent effort to look chilly. But the steam radiator was whistling merrily.

In Third Avenue from 14th to 15th Street, a district where large shops predominate, only four merchants opened—a delicatessen shop, two bakeries and one grocery store. The saloons were wide open, but heatless and lightless.

The United Cigar stores opened at the usual business hour, but later on came from the executive offices shutting down every branch throughout the greater city.

Pershing Reports Seven Deaths One of a Woman Nurse.

WASHINGTON, Jan. 21.—Gen. Pershing has notified the War Department of the following deaths from natural causes:

Nurse Helen Fitchchild, base hospital, hardening of the liver, Watsonston, Pa. Private Charles G. Irons, pneumonia, Jersey City, N. J. Private George W. Vroman, pneumonia, Casper, Wyo. Private William J. Cumming, meningitis, Bridgeport, Conn. Private Arthur H. Peterson, typhoid, Providence, R. I. Private John V. Eisele, pneumonia, Caselle, Cal. Corporal Claude L. Robinson, myocarditis, Mount Sterling, O.

How the Holiday Fuel Order Affects Business in New York

THESE PLACES ARE CLOSED: Higher courts, except two parts of the Supreme Court and one of General Sessions. All manufacturing except those especially exempted by the Fuel Administration.

All office buildings, except those housing Federal, State, county and municipal departments; transportation companies, public utilities, physicians or dentists, or headquarters of firms exempted. All department stores and all other wholesale or retail stores except those selling food, medical supplies, drugs or other things exempted. Transit lines and commuting service on trains cut to a holiday basis.

ALL OFFICE-BUILDINGS SHUT; ENTRANCE TO SKYSCRAPERS LIMITED THOSE WHO PASSES

Coal Use Restricted to Amount Necessary for Exempted Classes.

In a score of office buildings south of Chambers Street visited to-day by an Evening World reporter, not one was found in which either the spirit or letter of the Garfield closing order was being violated.

There was great congestion in some of the larger buildings owing to the fact that some employers took for granted that some loophole would be found in the rule which would permit them to keep their offices open and so instructed their employees to report for duty as usual.

The minds of these individuals were disabused, however, when they appeared this morning and were confronted at the doorways by employees of the buildings, who demanded exemption passes from the Fuel Administration. Only those who possessed such passes were allowed in the elevators. Others were permitted to climb the stairs to their offices if they so desired, but were warned that there was no heat and the turning on of electric lights was at their own peril and a specific violation of the order.

In the Park Row Building one elevator was being operated on an express schedule, stopping only at the fifth, ninth and fourteenth floors, where the Naval Board, Quarter Master's Department and the Department of Justice are located. Only persons having business with these Government departments were carried.

Those wishing to reach the top or thirtieth floor were compelled to walk. Lights were turned off and heat was cut from 72 to 40 degrees. About 2,000 persons were affected here by the Garfield rule.

NINETY PER CENT. SHUTDOWN AT WOOLWORTH BUILDING.

In the Woolworth Building 90 per cent of the light, heat and power service was cut off. One elevator was being operated to take care of the employees of the Federal Court and railroad occupying offices on the twelfth floor. Thirty of the building's staff of employees were lined up in the lobby early in the morning and no person was permitted to use the lone elevator without first passing the close scrutiny of at least four of these men as to their identity.

Some braved the rigors of a fifty-four story climb, but the precaution was given each at the entrance of the stairway that they need expect no elevator service in getting back to terra firma. They also were warned as to the use of lights.

Twelve thousand persons are housed in the Woolworth Building under normal conditions, but there were less than 200 there to-day.

LIGHT AND HEAT CUT DOWN IN EXEMPTED BUILDINGS.

The American Telegraph and Telephone Building at No. 195 Broadway is exempt from the provisions of the rule, but nevertheless elevator service was cut about 50 per cent, and there was a slight decrease in the amount of heat furnished. The reason for the exemption is the fact that only officers directly connected with telegraph and telephone transmission occupy the building.

The Mail and Express Building next door, operated by the same company, known as the No. 135 Broadway Corporation, was closed tight. There was neither light nor heat furnished the tenants.

One elevator was being operated in each of the Hudson Terminal Buildings at Nos. 32 and 34 Church Street as against a normal service of forty elevators. Heat was being maintained only to the extent of keeping pipes from freezing, and the only lights permitted were those on the stairways for safety. Even the lights in the lobbies were cut off and there

THESE PLACES ARE OPEN: Theatres, moving picture houses, cabarets and other places of amusement—except for the serving of intoxicating liquor. (They will close to-morrow instead.) Banks and trust companies and the Stock Exchange. Stores selling food. Saloons, but without heat or light. Hotels and restaurants, except the bars. Publishing plants, including newspapers, magazines and other periodicals. Physicians and dentists, plumbers, steam and gas fitters, tanners, undertakers, newsdealers and handcarriers.

was no "bums" elevator up to the moon hour.

The Federal Shipbuilding Company, American Locomotive Company and a branch post-office on the second floor at 39 Church Street were forced to abide by the rule, as were Burns Bros., coal dealers, and the Standard Drug Company, at No. 50.

In commenting on this fact, the superintendent of the buildings said that he guessed he was living up to the letter of the law.

"NEW YORKERS LEARNING A LESSON IN PATRIOTISM."

"New Yorkers are learning to-day a lesson in patriotism," was the comment of E. G. Sheerill, agent of the City Investing Building, when asked about the observation of the rule. "We issued no passes to persons in the building," he continued. "We left it entirely to themselves to determine the extent of their patriotic duty, and we are glad to report that with a very few exceptions they have not been found wanting."

One elevator out of a normal capacity of twenty-one was being operated to take care of employees of two railroad companies and the State Insurance Department.

The Singer Building was lightless and heatless. Three elevators out of twenty-nine were being run to accommodate the United States Shipping Board, Coal Distribution Board for the harbor, Chatham and Phoenix Banks, Fulton Trust Company, Federal Savings Bank and other banking institutions with offices in the building.

J. C. Buxton, chief engineer of the building, stated that there was some murmuring early regarding the curtailed elevator service, but he explained that this came from some "small fry." Any person who demanded elevator service was accommodated, but their names were taken and will be sent to the Federal Fuel Administration.

MANY CONCERNS ARE FOUND TO BE EXEMPTED.

A complicated situation faced C. T. Coley, manager of the Equitable Building, when the rush hour came this morning. Of the thousands housed within its walls a great number are employed in concerns exempted from the rule. Illustrating this, Mr. Coley pointed out that headquarters of the Federal Reserve Bank and nearly 700 by the Public Service Commission.

Many railroads occupy offices there, together with steamship lines, oil companies and nearly a score of foreign banks. All of these offices were open and a 10 per cent. elevator service was forced to run. The building was forced to run, however, was cut down later until only eight of the sixty-one elevators were being operated.

The Bankers' Trust Company Building at No. 14 Wall Street was observing both the spirit and letter of the law by cutting off practically all the heat and lights. One elevator out of eleven was run.

The building known as No. 20 Broad Street was lightless and heatless with the exception of one office occupied by Thomas J. McKenna, lawyer. An inspector from the Federal Fuel Administration found this alleged exemption and the attention of Mr. McKenna was called to the violation. The inspector made a second visit, but he could not find the lights and heat had been turned off.

Heat was being supplied in this building to the cable companies, the United States Navy, Intelligence Office and the Naval Consular Bureau. Other offices were dark and for the most part closed.

DOCTORS AND DENTISTS PUT IN AN APPEARANCE.

Only doctors, dentists and brokers put in an appearance to-day at the Empire Building, No. 71 Broadway, No. 17 and 18 State Street, Battery Park Building, Nos. 21 and 23 State Street, Maritime Building, Nos. 8 and 10 Bridge Street, which are occupied by maritime corporations, while in the exempt class, were found to be using only sufficient light and heat to satisfy their latest wants.

The Empire Building, No. 71 Broadway, was occupied to a large extent by the United States Steel Corporation, with without heat or light. One elevator out of ten was running.

The American Express Company Building, No. 6 Broadway, which houses the Federal Fuel Administration for Manhattan, was fairly well heated, but lights and elevator service were cut 50 per cent. in all non-essential offices.

Next door, at No. 51, is the Chase National Bank, the office of Federal Fuel Administrator Albert H. Wiggin and two other offices of the Fuel Board. Lights and heat were cut off and only one elevator was operated.

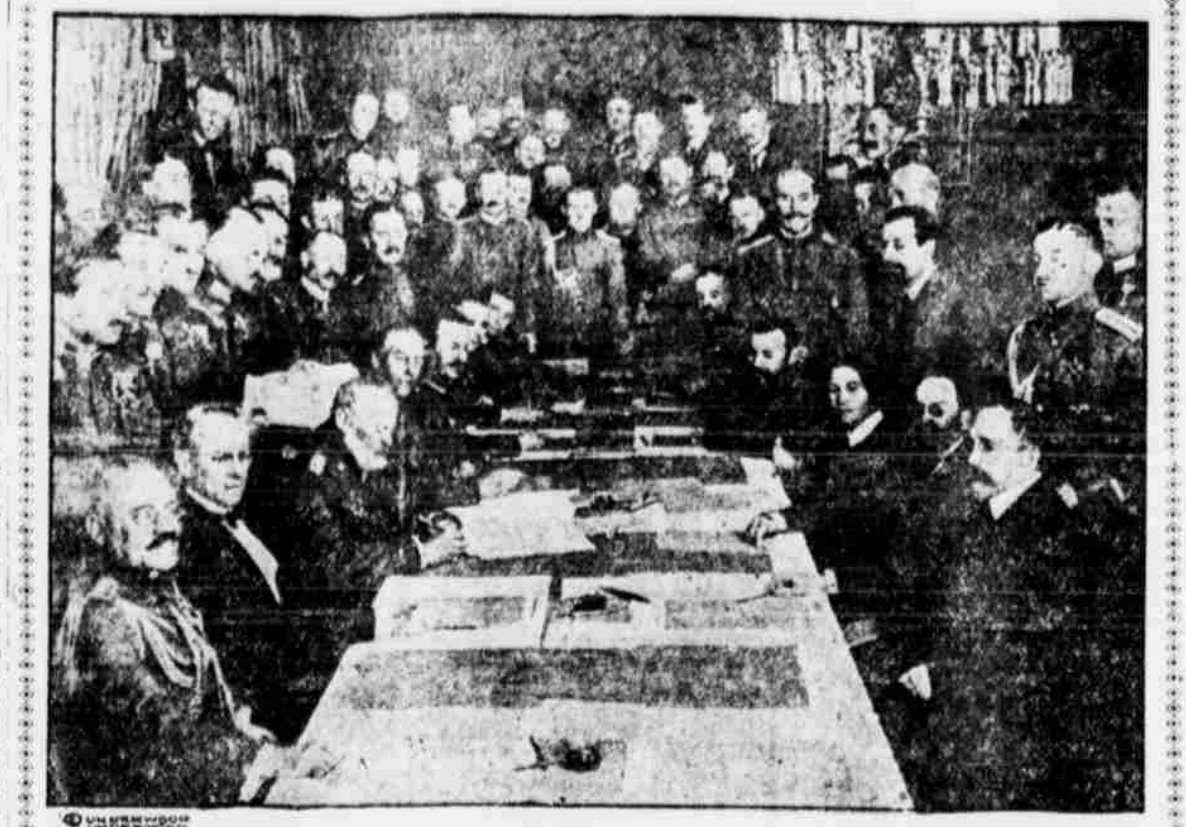
Norway to Reject United States Terms for Shipping.

COPENHAGEN, Jan. 21.—A Christiania despatch to the National Tidende says all political parties agree that the terms offered by the United States to Norway regarding food supplies and shipping cannot be accepted. Norway will propose a new basis for an agreement.

Denies That She Is Engaged to Wed Gen. Pershing. ST. PAUL, Tex., Jan. 21.—Miss Anita Patton of San Marino, Cal., today denied reports that she is engaged to wed Gen. John J. Pershing, Commander of the American Expeditionary Forces in France.

Warships Shell Ostead. BRITAIN, Jan. 21.—Ostead has been bombarded from the sea by new day's hostile statement from German and Russian forces.

Signing the Armistice at Brest-Litovsk Between Russia and the Central Powers



This is the first photograph to reach the United States showing the historic meeting at Brest-Litovsk on Dec. 15, 1917, when the Russians and Germans signed the armistice. Prince Leopold of Bavaria is shown on the left signing the armistice for the Central Powers. The German delegates sat on the left of the Council Board and the Russians are on the right.

HEATLESS, LIGHTLESS DAY OBSERVED IN 28 STATES

Freight Conditions on Railroads Are Again Hampered by New Cold Wave.

WASHINGTON, Jan. 21.—Business activity generally east of the Mississippi River was suspended to-day for the first of the series of ten heatless Mondays ordered by the Fuel Administration to release coal for private consumption and transatlantic shipping.

Fuel officials declared there had been a radical change of feeling in the twenty-eight States affected regarding the orders. Industries were co-operating fully, they said, and virtually complete acquiescence was expected of concerns affected by the Monday closing programme began to-day.

Handicapped by another cold wave, covering the greater part of the country east of the Rockies and adding to the winter's record of the severest weather in recent years, railroads strove to increase the movement of coal to favored classes and straighten the freight tangle. Reports at the office of the Fuel Administration said that the supply to householders and steamship interests had been increased, but officials directing the railroads asserted there was little hope for material improvement in traffic conditions until the weather moderated.

Those who have urged a general embargo against shipment of freight from plants shut down by the closing order still believed to-day that such action would be necessary before the congestion is improved. A general embargo on freight was put in operation on the Pennsylvania Railroad to-day, and other roads are expected to institute similar embargoes on their heatless Mondays if the jam is not broken.

Liquor Dealers Violated Spirit of Law in Chicago.

CHICAGO, Jan. 21.—It was estimated that 400,000 persons were idle to-day in the Chicago district due to Dr. Garfield's order.

General fuel conditions became less stringent here to-day with the arrival of 100,000 tons of coal yesterday. The amount is practically Chicago's normal shipment of coal.

The order cutting off heat to business houses to-day was generally observed, except by a number of saloonkeepers. Bartenders, waiting waiters, overcoats and gloves, discussed drinks to muffled strains in rooms where the heat had been turned off. The fire and gas lights were extinguished, candles being used in the streets.

Twelve proprietors of saloons and poolrooms had been reported to Federal authorities by police early to-day.

"I regret that we were not able to impress upon them that it is the feeling of the Fuel Administration that no liquor should be sold at all," said Secretary M. J. McCarthy of the Liquor Dealers' Association.

125,000 Workers in Holiday Army in St. Paul. ST. PAUL, Minn., Jan. 21.—One hundred and twenty-five thousand persons were idle to-day and tomorrow in holiday army as Dr. Garfield's order was observed. Barbers shops remained open until noon. Food stores were permitted to remain open all day.

Milwaukee Bone Dry Owing to the Fuel Order. MILWAUKEE, Wis., Jan. 21.—What thousands of Milwaukeeans have failed to do, Fuel Administration Garfield did so Milwaukee to-day. The city was dry in the streets.

AMERICAN SOLVER OF KAISER'S CODE A HIDDEN HERO

Who Unraveled Caillaux, Luxemburg and Bernstorff Secrets? Diplomatic World Asks.

WASHINGTON, Jan. 21.—Tucked securely away in a secret cranny of the Government to-day is the mysterious "Master Mind" who dealt the surprise German code and set the diplomatic capitals of the world by the ears.

This American brain revealed the neo-German political intrigue of former Premier Caillaux of France and put him under a traitor charge before his own countrymen. It brought out the stark skeleton of Germany's Central and South American dominion ambition and rattled it before the world.

It has caused the recall of Count von Luxburg as German Minister to Argentina, and caused the populace of Buenos Ayres to riot in the streets for war on Prussianism. It has involved the integrity of the Swedish Ambassador to Mexico and Argentina. It has pictured the machinations of von Bernstorff and his puppets in the United States.

Who is he—or she—who beat German cunning by fathoming the intercepted Luxburg notes?

That question is being asked around the world to-day by Premiers, potentates, Ambassadors and other wearers of the political purple. The Kaiser himself would give millions of marks to know and to get his enemies on this person, for he—or she—is the one who has played ducks and drakes with Wilhelm's dream of world domination and spilled his pan-German plans all over the international situation.

Who this person is nobody knows—perhaps, the story may be told. After secret agents intercepted the teletype code messages from Luxburg to Berlin, some of them via Count von Bernstorff in Washington, it fell to this person to fathom their secrets. Not only were they couched in German, but also in the German code, which the Kaiser's chief cryptanalyst deciphered.

As a result, the Kaiser's prize secrets are ours, but this prize secret of ours is not the Kaiser's.

as a desert so far as the dissemination of liquor was concerned. Promptly at midnight Sunday every saloon closed its bar and switched off the lights.

Business Almost at a Standstill in New England.

BOSTON, Jan. 21.—Business, except for the sale of necessities and the production of Government supplies, was almost at a standstill in New England to-day in observance of the fuel saving holiday. All the larger stores in Boston were closed, although the routine would allow them to remain open provided they did not use heat. In many cases, however, they were closed for the week's rest because of the holiday.

Few saloons were open in Massachusetts as a result of the recommendation of the Fuel Administration that no liquor be sold at all. In all but one of the larger cities, saloons and liquor stores were closed.

Guards Are Placed at Government Offices in Porto Rico. SAN JUAN, P. R., Jan. 21.—Military guards today were placed about the Federal Building, in which are located virtually all the offices of the United States Insular Government, after officials had received information considered trustworthy that the city and at other important points.

GARFIELD CLAIMS GOOD PROGRESS MADE ON ROADS

Coal Being Freely Moved and Cars to Be Rushed Back to Mines.

WASHINGTON, Jan. 21.—Dr. Garfield, Fuel Administrator, to-day issued the following statement:

"Despite zero weather over practically all of the northeastern part of the country, reports to the Fuel Administration to-day indicated continued progress in the bunkering of ships at Atlantic ports and the supplying of domestic consumers under the Administration's industrial curtailment regulation.

"Railroad operation was reported as slackening in certain parts of the country under the tremendous pressure of the cold wave, but the general observance of the Fuel Administration's regulation had confined practically all of the freight now moving to coal for bunkering ships and for keeping the country warm and all of the progress made benefited these particular consumers.

"Coal destined to South Atlantic ports for bunkering ships was moving promptly, and the bunkering machinery at ports was handling the coal as rapidly as possible. Much of this coal was frozen in the cars, and in many cases it was necessary to thaw it by steam or to build fires under the cars.

"Over the week end Southern Atlantic ports handled approximately 35,000 tons for ships. More than 125,000 tons was on hand at these ports at noon Monday available for loading. Preference was given to ships loading for Government account at Southern ports to-day.

"Reports from coal officials of the fuel administration throughout the country indicated almost complete co-operation of all establishments affected by the curtailment regulation. In many cases establishments which under the strict letter of the order would not have been required to close, had patriotically agreed to suspend business to meet the spirit of the order.

"Reports of general railroad conditions in the eastern part of the country indicated an increasingly rapid movement of empty coal cars back to the mines. Railroads reported a steady flow of empty cars from East to West.

"It was clear that at this end of front ten to twenty days usually allowed for the round trip of coal cars from mine to consumer the full effect of the order would be shown in securing for the mines a car supply greater than has been available for several months since the beginning of cold weather. Cars were being rapidly unloaded at destination and turned over to the railroads empty for the return trip.

"The railroads, unhampered by general freight movement, were in a position to clear the way through terminals for these returning coal cars, which thus will be enabled to make an uninterrupted journey back to the mines."

DIED. CAMPBELL.—MARGARET CAMPBELL, Services at CAMPBELL FUNERAL CHURCH, 1970 Broadway, Tuesday, a P. M.

FUNERAL.—JOHN HAYDOCK, Services at CAMPBELL FUNERAL CHURCH, 1970 Broadway, Tuesday, a P. M.

LOST, FOUND AND REWARDS. LOST—White Bull Terrier dog, black collar, with "R. W. 1918" on collar. Reward \$100. Return to Mrs. A. J. Fennell, 43 Park St. Phone Murray 1018.

WILL SEIZE N. Y. COAL FLEET TO BUNKER SHIPS AND RUSH SUPPLIES TO THE ALLIES

J. E. Parsons Authorized to Carry Out Work—No Fuel Improvement To-Day.

The Federal Government, through Edward N. Hurley, Chairman of the Shipping Board, moved to-day to commandeer all the tugs, coal barges and ear floats in New York harbor as an emergency measure to expedite the movement of bituminous coal from congested Jersey tidewater terminals to the hundred and more ships waiting with empty bunkers and holds filled with supplies for Gen. Pershing and the Allies.

J. E. Parsons, manager of the New York Emergency Coal Board, which works under the Shipping Board to provide bunker coal for the ships, received from Washington to-day authorization to take over railroad and privately owned floating coal equipment in New York harbor at any time he deems it necessary.

The decision of the Government followed rapidly upon a recommendation made Saturday by the coal chiefs here after a conference with J. W. Searies, director of the Tidewater Coal Exchange.

Following are the figures of coal receipts and coal moving toward Jersey tidewater in the last twenty-four hours, as announced to-day at the office of Director of Eastern Railroads A. H. Smith:

Coal dumped at Jersey terminals.

	To-Day, Yesterday.	Tons.	Tons.
Anthracite	31,900	42,500	
Bituminous	20,200	16,600	
Coal waiting in vessels to be moved:			
Anthracite	17,100	31,650	
Bituminous	13,350	7,650	
Coal in cars at tidewater:			
Anthracite	105,650	100,950	
Bituminous	95,500	73,450	
In transit within 24 hours:			
Anthracite	52,050	58,600	
Bituminous	11,800	32,500	
In transit within 48 hours:			
Anthracite	22,000	41,400	
Bituminous	10,000	34,950	

The total of all anthracite now at tidewater is 179,500 tons, as against 175,100 tons yesterday. The total bituminous is 109,450 tons, as against 107,700 tons of the day before.

It is understood that the taking over of the coal fleet will not entail the discharge of present crews and the operation of tugs and barges by naval forces. Employees of the private owners will continue to operate their vessels as formerly.

Immediately upon receipt of his authorization Mr. Parsons went into conference at the Chase National Bank Building with A. H. Wiggin, State Fuel Administrator, Andrew K. Morris, the recently appointed Director of Docks and Piers and the heads of the local Fuel Administration.

When Parsons was seen by an Evening World reporter he said:

"At present I do not intend to make any sweeping use of the power I've invested in me to commandeer the coal fleet. As the situation stands the tug and barge owners are doing their very best to aid in moving the coal from Jersey tidewater and I do not wish to make a precipitate move that would work hardship on them."

When asked if he thought the commandeering of the harbor coal fleet would result in an increase of bunker coal movements, Mr. Parsons did not vouchsafe an answer.

"Northern ports over the week end handled about 48,000 tons of coal for ships, and had on hand upward of 50,000 tons.

"Reports from coal officials of the fuel administration throughout the country indicated almost complete co-operation of all establishments affected by the curtailment regulation. In many cases establishments which under the strict letter of the order would not have been required to close, had patriotically agreed to suspend business to meet the spirit of the order.

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DANIELS DEMANDS INCREASE OF NAVY TO DOUBLE FORCE

Would Raise Strength by 180,000 Instead of the 80,000 Authorized.

WASHINGTON, Jan. 21.—Legislation to more than double the authorized enlisted strength of the Navy and to increase the number of Navy fliers from 350 to 10,000 was asked of Congress to-day by Secretary Daniels.

In addition Daniels demanded the necessary authorization for a navy strength, excluding apprentice seamen and fliers of 180,000 instead of the 80,000 authorized last May.

The Secretary also would have the apprentice seamen increased from 6,000 to 21,000.

"The many demands for navy crews on all kinds of vessels have exceeded the authorized strength," Daniels said. "And the navy has been at a great disadvantage under the old scale because it could not commission enough officers of the higher grades to direct properly many ships now being protected by the navy."

SECRETARY BAKER OPENS WAR SERVICE EXCHANGE

Department Adopts Employment Agency Plan of Securing Needed Workers.

WASHINGTON, Jan. 21.—The War Department has established a War Service Exchange, which will serve primarily as an information bureau for persons who desire to serve in the army. Its functions are described as follows:

To answer queries, written or verbal, of persons desiring to serve in the army.

To keep informed of the needs of the various branches of the service as to personnel and to direct suitable persons where and how to apply.

To co-operate with the Department of Labor and other agencies in locating and supplying men needed for special purposes by various branches of the service.

Major E. N. Sanctuary, Winslow Russell of the Phoenix Mutual Insurance Company and John J. Conn, editor of the National Service Handbook, have been appointed to direct the exchange, whose address is Room 628, War Department.

UKRAINIANS AGREE ON TREATY WITH BERLIN

Amsterdam Reports That